USER'S MANUAL - ENGLISH

SKIKE V07 PLUS

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A. SCOPE OF DELIVERY

For the contents of your skike set, please refer to the product labels and packaging. Content and delivery may vary depending on product model, design and series. Your skike is designed for normal, everyday use. Use under extreme conditions is not intended and shall relieve the manufacturer of all warranty claims. Treat your skikes carefully and accordinly only put them to their intended use.

B. BRAKE ADJUSTING

- Optimal Surface: Grass or carpet
- Take a normal upright posture
- By pressing both knees all the way back, lean back to avoid
- The brake should be detectable in this position.
- If this is not the case or the brake engages too early, the lateral quick release (b) loosen on the brakes and adjust the position of the calf shell to brake so that with an upright stand, the brake can be felt without leaning back.
- Quick release (b) tighten properly. (See Operation Quick Release)
- With practice, the brake can be changed so that you must already lean back slightly before the brake can be reached.

Note: If the brake is not sufficient forward or backward setting, please point wheelbase and basic setting (see section C.1) note!

C. X/O LEG ADJUSTMENT

- Optimal Surface: Grass or carpet
- Loosen rear quick release (a) at the calf shell, push calf shell (5) completely to the left, slightly tighten
- Take a normal upright and relaxed posture intuitively feel, how the level in skike feels with this setting.
- Repeat step 2, but push the calf shell completely to the right and quick release (a) tighten slightly.
- Repeat step 3
- Set position of the calf shells on the basis of past experience of the points 2-5 in the most ergonomic position.
- Quick release (a) firmly. (See Operation Quick Release)

D. SETTING, BUCKLING- AND UNBUCKLING

D.1 Wheelbase and basic setting

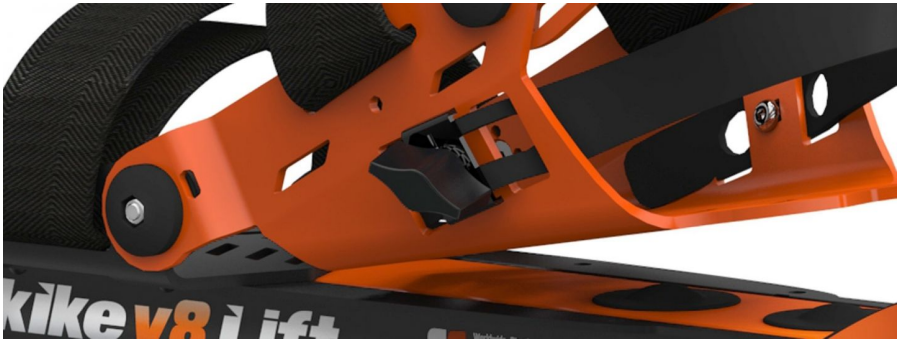
Front position, standing position, and brake adjustment must be coordinated so that optimal function of skike can be achieved.

D.2 Setting shoe size

- The heel belt definites the position in skike
- Depending on the shoe size the correct position of the foot to the front strap can be selected. Already from shoe size 43 on the shoe can be

positioned as close as possible to the rear wheel. It is important to ensure that the point from which affects the brake, will be modified. The farther forward you are standing in skike, the later are the brakes. The further back, the sooner.

- The skike has a wing nut on one side (c). By loosening the wing nut and move the heel strap (6), the position of the foot is also changed. The coarse adjustment of the heel strap can be made in each case on the opposite heel lift fixture means of attachment to differently positioned holes.



Note: The distance between the heel (shoe) and rear wheel , however, should never be less than 10mm

D.3 Buckling and unbuckling

D.3.1 Buckling

- Regard left and right!
- The new foot belts with fixation can be easily opened and reared until they stop.
- First, slide the foot below the two foot straps when the shoe is on the skike ground, slide the foot backwards into the heel strap (6).
- Buckle up and start with the calf shell (5) , especially if there is no seat available, a firmly stand is already provided after tightening of the calf strap (5)
- Just now tighten the Middle Belt (b), pressing on the lying down holding strap on the shoe. Avoid shoe-knot or similar below the belt.

Note: the central aperture (d) is not intended to pull bands, but can be used for it in certain special cases, for example, to give a little foot better support or comfort.

- Front belt (a) also tighten.

Note: For narrow shoes, the belt can be pulled through the lower openings (c) . This ensures a stable lateral support in this area

D.3.2 Unbuckling

- The unbuckling takes place in reverse order

Note: Optimal is a sitting position. If this is not the case, make absolutely sure the calf shell to loosen last!

- Front retaining strap (a) loosen until it stops.
- Middle Belt (b) loosen until it stops.
- Calf shell belt (5) open and get out

E. SETTINGS

E.1 Change tires

E.1.1 Dismount tires

- Deflate and while pressing the tire together so that the air escapes as completely as possible.
- Press the tire casing, opposite the valve as far as possible into the rim and lift with a suitable tool the tire over the valve out of the rim
- Pull with a second tool immediately adjacent to the excavated site on the tires until one side of the jacket is lifted completely off the rim.
- Pull Second page, hose off the rim

E.1.2 Mount tires

- So put tube inside the tire that shows the valve against the direction of the profile and run through the opening.
- Once the tube is in the correct position tighten the lock nut on the tube by hand
- Coat the tire at the rim seat assembly with tyre bed lubricant paste or soft soap
- Completely Press the first page of the tire casing by hand in the rim.
- The second side, starting next to the valve and push away from the valve in the rim, so that the tyre then slips in the end at the valve in the rim.

Note: Especially at the last piece make sure that the already mounted areas are deep in the rim, then the last piece slips in the rim relatively straightforward.

- Precisely aligned by moving the tire on the rim, the valve to the valve opening of the rim
- Inflation, thereby necessarily complete pull the valve out of the rim, in case this was not already performed by the luck (new type tubes).
- After installing the wheel, Check or adjust straight-line stability. (H.2)

E.2 Directional stability - straight - and track tuning

Basic setting: : buckle up skikes and open all 4 quick release on a smooth, flat surface, 1-2 meter roll and then close in the loaded condition all 4 quick release again.

Fine adjustment: If the directional stability is still unsatisfactorily while skiking you can perform the fine tuning by loosening a quick release and press the front wheel to the straight-line stability.

Please note that during the roll-tests the skike must be kept completely straight (horizontal). Even slight inclinations influence the direction. This setting method can only lead to the desired success by proper performance!

E.3 Changing bearings

E.3.1 Dismantling:

- Push pin (app. 4-5mm diameter) to the oposite bearing
- Press bearing out of the rim by giving a slight beat , the spacer sleeve falls out of it.
- Press the second bearing on the opposite side out.

E.3.2 Assembly:

- Insert bearing on a firm surface.
- Press rim on the bearing.
- Provide the second bearing with spacer sleeve to slip pad
- Turn rim and press from the other side of the bearing.
- Repeat on both sides until both bearings are fully seated in the rim.

THE ORIGINAL CROSS SKATES

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